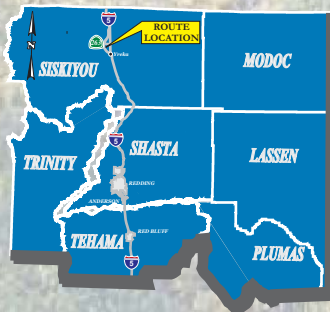
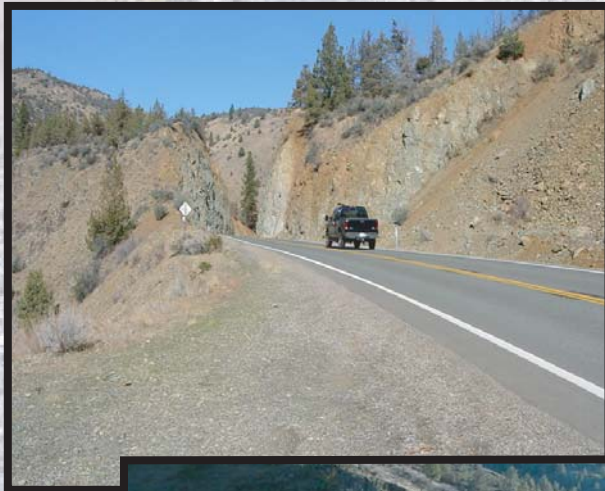


Transportation Concept Report

State Route

December 2004

California Department Of Transportation
District 02



Transportation Concept Report State Route 263

**December 2004
California Department of Transportation
District 02**

In partnership with Siskiyou Regional Transportation Planning Agency

Additional Information

For additional information on the Transportation Concept Report for State Route 263, please contact:

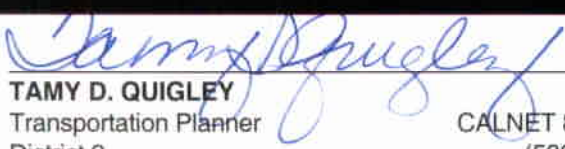
California Department of Transportation
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Office of System Planning
1657 Riverside Drive (96001)
P.O. Box 496073
Redding, CA 96049-6073
(530) 229-0519
or
<http://www.dot.ca.gov/dist2/>

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to the California Department of Transportation, District 2, Equal Opportunity Officer, P.O. Box 496073, Redding, CA 96049-6073. (530) 225-3478. California Relay Service: 1-800-735-2929.

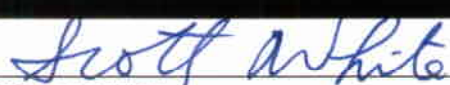
REPORT SIGNATURE SHEET

Transportation Concept Report-State Route 263

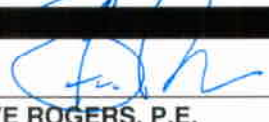
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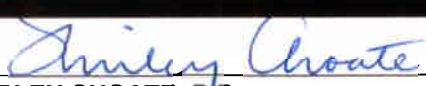
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BRIAN McDERMOTT	<u>Date</u>
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TABLE OF CONTENTS

EXECUTIVE SUMMARY.....	6
INTRODUCTION	6
COORDINATION WITH OTHER PLANS	6
ROUTE LOCATION.....	7
ISSUES AND CONSTRAINTS	7
POTENTIAL IMPROVEMENTS.....	7
PUBLIC OUTREACH	7
PUBLIC OUTREACH SUMMARY	8
GENERAL ROUTE INFORMATION	10
ROUTE DESCRIPTION	10
REGIONAL SETTING	10
FACILITY CONCEPT	12
DESIGN CONCEPT	12
ROUTE DESIGNATIONS.....	12
POPULATION, EMPLOYMENT AND HOUSING.....	13
LAND USE.....	13
ECONOMIC SETTING	14
GOODS MOVEMENT	14
RIGHT OF WAY	15
ACCESS MANAGEMENT	15
SAFETY	15
BRIDGES AND GRADE SEPARATION STRUCTURES	16
MAINTENANCE AND OPERATIONS	16
INTELLIGENT TRANSPORTATION SYSTEMS	17
ALTERNATE TRAVEL ROUTES	17
MODAL OPTIONS	17
ENVIRONMENTAL STATUS.....	18
ADOPTIONS, RESCISSIONS AND RELINQUISHMENTS.....	18
ROUTE SEGMENTS.....	19
 EXHIBIT 1-District 2 Boundaries Map.....	9
EXHIBIT 2-Regional Setting Map.....	11
EXHIBIT 3-Segment Map.....	20

ATTACHMENTS

Attachment A: Resolution of the Siskiyou County Transportation Commission

EXECUTIVE SUMMARY

Introduction

This Transportation Concept Report (TCR) is a California Department of Transportation (Caltrans) document that includes an analysis of a transportation route or corridor. A TCR establishes a twenty-year consensus-based concept for how California highways should operate and broadly identifies the nature and extent of improvements needed to attain that operating condition. A TCR considers a variety of factors that influence travel demand and behavior including: land uses, development policies, housing growth, economic conditions, local roadways, alternative transportation modes, and environmental conditions. The TCR development process is a collaborative one, involving numerous internal and external stakeholders as well as review of the land use and transportation plans of Federal, State, regional, and local agencies.

As a long-range plan, the TCR is intended to help identify potential future issues on the State highway system before they occur and then present possible improvement options to address the identified issues-it does not commit funding to projects. Given the long planning horizon covered by a TCR, it is not practical to identify specific features or resources for projects. Rather, the TCR presents concepts for highway improvements that may be subsequently used to develop projects as the forecast issues materialize. Information in TCRs is used during the preparation of Regional Transportation Plans, the State Transportation Improvement Program and regional or local traffic improvement programs.

Coordination with Other Plans

Caltrans is responsible for planning, capital improvement, operation and maintenance of highways within the State of California. These activities, however, are not performed in isolation. All highways traverse through the jurisdictional boundaries of other governmental entities. This can include unincorporated communities, cities, counties, redevelopment agencies, regional planning organizations, fire districts, air quality districts, Tribal governments, Federal resource agencies, and numerous additional State agencies. It is important to consider the plans, programs, and policies of these other agencies as Caltrans plans for the future of the State's highways.

The following planning documents were reviewed during the preparation of the District 2 State Route (SR) 263 TCR:

Siskiyou County Regional Transportation Plan

Siskiyou County and City of Yreka General Plans

Previous Route Concept Reports

Route Location

Exhibit 1 displays the boundaries of the California Department of Transportation – District 2 and highlights SR 263. SR 263 is a relatively flat two-lane conventional highway in Siskiyou County. Its primary purpose is to provide access to businesses and residence, as well as act as a connector route to Highway 96. This Rural Minor Arterial has two segments. The first segment begins at the junction of Highway 3 in the town of Yreka and continues North for 1.5 miles ending at Hawkinsville-Humbug Road. The second segment continues on for the next 6.6 miles of relatively flat terrain while crossing over a series of five bridges and meandering through the hills of Siskiyou County.

Issues and Constraints

Issues and constraints were identified using a number of methods including field reviews and meetings with local and regional agencies. While no capacity issues were identified, the following operational issues were:

- Lack of treated shoulders/narrow untreated shoulders limits recovery area for errant vehicles and the opportunity for bicycle travel.
- Curvilinear alignment limits travel speeds and sight distance.
- Poor cell phone and radio coverage may inhibit response time of maintenance or emergency personnel.
- Serves as an alternate route for I-5 during snow conditions or large incidents.

Potential Improvements

SR 263 has been designated Maintenance Service Level (MSL) 3. MSL is a term used to distinguish the role various highways fulfill within the state highway network. The MSL designation is applied to low traffic volume routes connecting or feeding into routes designated MSL 1 or 2. The following potential improvements have been identified for SR 263 for the twenty-year planning period:

- Maintain pavement and bridges on route.
- Install Changeable Message Signs near the junction of SR 263 and 96.
- Modernize to urban arterial standards at south end of route.

Public Outreach

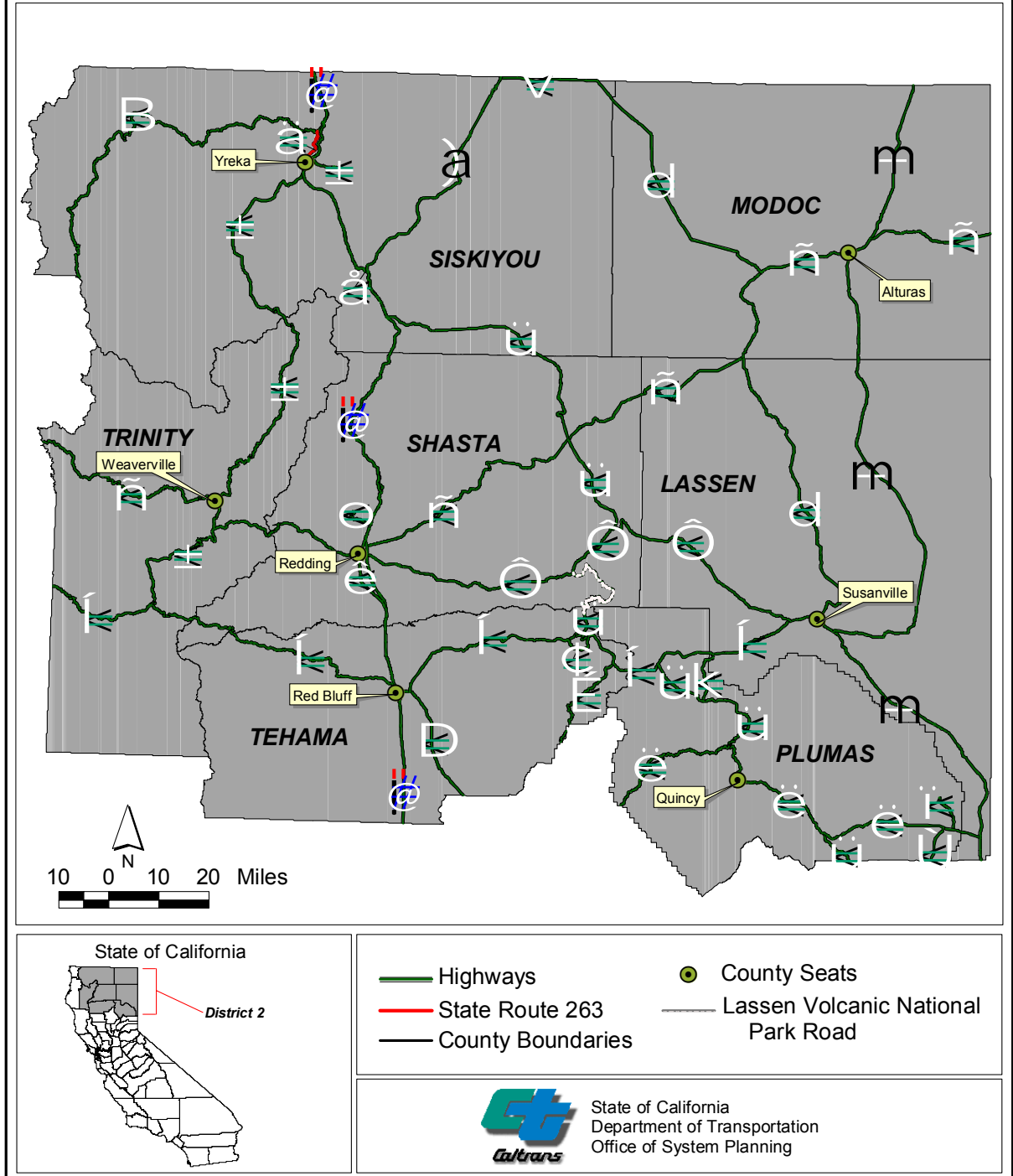
Diverse and ongoing involvement during preparation of a TCR is necessary to help ensure that the needs of the operators, users, people, and environment affected by the State highway system are addressed. The public outreach efforts for the SR 263 TCR included the following activities:

Public Outreach Summary

Date	Participants	Activity
September 17, 2002	John Jarecki, Associate Planner, Siskiyou County	Phone interview to discuss SR 263
July 29, 2003	Siskiyou County RTPA representative, City of Yreka City Manager, and CHP	Discussed issues and concerns related to SR 263
October 2, 2003	Held in conjunction with City Council Meeting, various representatives	Public workshop held to gather issues and concerns from the local government and residents
April 5, 2004	John Jarecki, Associate Planner, Siskiyou County	Phone interview to discuss SR 263

Exhibit 1

District 2 Boundaries



GENERAL ROUTE INFORMATION

Route Description

State Route (SR) 263 was added to the State Highway System in 1909 as State Route 3. In 1931 construction on a new alignment began to serve higher demand. Subsequent to completion of I-5 designation changed to SR 263. The relatively flat two-lane alignment of SR 263 is situated in terrain that can be quite rolling to mountainous.

This Rural Minor Arterial has two segments. The first segment begins at the Highway 3 junction in Yreka at Post Mile 49.07 and ends at Post Mile 50.63. The second segment starts at Hawkinsville-Humbug Road, Post Mile 50.63, and continues to Post Mile 57.20, which is the junction of Highway 96. The primary purpose of SR 263 is to provide access to area businesses and residences and act as a connector between Yreka and Route 96. SR 263 is also used during the winter season by heavy trucks to avoid chaining up on I-5 at the Anderson Grade. Also, if there is a large incident on I-5, SR 263 can be used as a detour route.

The California State Highway System consists of routes described in the California Codes- Streets and Highway (Chapter 2, Article 3). SR 263 is described as:

- Route 263 is from Route 3 near the north city limits of Yreka northeasterly to Route 96 near the confluence of the Shasta and Klamath rivers.

Route Length:

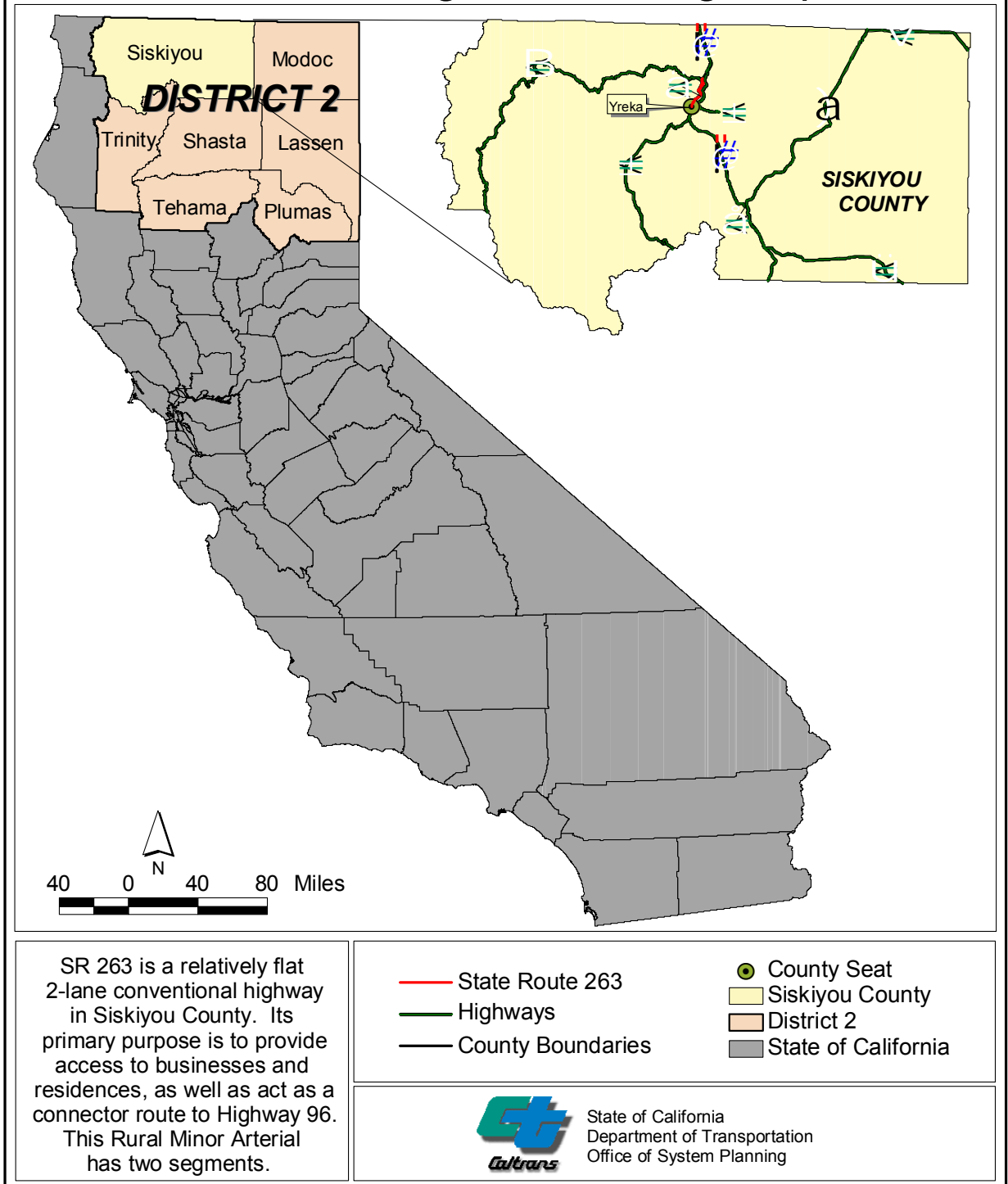
SR 263 is completely within District 2. It is located in Siskiyou County and a small portion is in the City of Yreka. It has a total length of 8.1 miles.

Regional Setting

SR 263 lies in Siskiyou County at the north end of the City of Yreka, the seat of Siskiyou County as shown in ***Exhibit 2***. The County covers 6,313 square miles with approximately 61 percent of the land in public ownership and the remaining 39 percent in private ownership. SR 263 lies in the north part of Siskiyou County, running north from Yreka to its terminus at SR 96 just past Yreka.

Exhibit 2

SR 263 - Regional Setting Map



Facility Concept

Facility Concept is a general term used to describe the number of lanes and degree of access control on a State Route or Freeway. The Facility Concept for SR 263 is “Two-Lane Conventional Highway”, with a Maintenance Service Level (MSL) 3 in the twenty-year planning horizon (see **Table 1** below). MSL is a term used to distinguish the role various highways fulfill within the state highway network. The MSL 3 designation is applied to low traffic volume routes connecting or feeding into routes designated MSL 1 or 2.

Table 1: Facility Concept for State Route 263	
Planning Horizon and Setting	Concept
Existing	Two-lane conventional highway
20-Year	Two-lane conventional highway
Post 20-Year	Two-lane conventional highway
Source: California Department of Transportation, District 2	

Design Concept

The highway design standard used for any project should equal or exceed the minimum given in the Highway Design Manual to the maximum extent feasible, taking into account cost, traffic volumes, traffic and safety benefits, right of way, socio-economic, and environmental impacts. Because design standards have evolved over many years, many existing highways do not conform fully to current standards.

When warranted, upgrading the existing roadway features may be considered as part of a major project. Typical geometric cross section standards for SR 263 are: 12-foot (3.6 meter) travel way width, 4-foot (1.2 meter) treated shoulder width, 20-foot (6.0 meter) clear recovery zone, and 15-foot (4.6 meter) vertical clearance. Urban arterial standards, including geometric cross sections within the curb and sidewalk, should be met within the city limits.

Route Designations

The Functional Classification of SR 263 is Rural Minor Arterial. **Tables 2** and **3**, located on the following page, present other designations that may affect planning and/or operations on SR 263, if adopted in the future.

Table 2: SR 263 Designations	
Designation Status	
NHS ¹	NO
National Truck Network ²	YES
Terminal Access ²	NO
Strategic Highway Network ²	NO
IRRS ¹	NO
High Emphasis Route ¹	NO
ITSP Focus Route ²	NO
Freeway/Expressway ²	NO
ICES ²	NO
Lifeline ²	NO
¹ Federal Designation; ² State Designation	
Sources: California Department of Transportation, Transportation System Information Program	

Table 3: SR 263 Scenic Designations	
Designation Status	
All American Road ¹	NO
National Scenic Byway ¹	NO
U.S. Forest Service Byway ¹	NO
Historic Highway ¹	NO
Eligible for State Scenic Highway ²	YES
¹ Federal Designation; ² State Designation	
Sources:	
California Department of Transportation, Bureau of Land Management and United States Forest Service	

Population, Employment and Housing

The California State Department of Finance (DOF) listed the State of California population as 29,976,000 in 1990 and 32,521,000 in 2000. This represents a 15.6% increase over the ten-year period (1990-2000). The DOF anticipates the population in the State of California to be 41,373,000 in 2020. This is a 21.5% increase in the twenty-year period (2000-2020). Siskiyou County is expected to have an 18.7% increase in population by 2020, bringing the total number of residents to 53,700.

Land Use

Most of the land along SR 263 is residential or agricultural. The first mile just north of Yreka has a half dozen commercial businesses. The local residents live a rural lifestyle and make the short trip to Yreka for services. No development has occurred in recent years. Significant restraints to development along the route include: agricultural preserve zone, public lands, topography, bureau of land management interest in preserving surrounding lands based on historical cultural resources.

Economic Setting

Following is a brief summary of the key economic activities currently occurring in the vicinity of SR 263:

Natural Resource Production

Agriculture accounts for a large portion of land on and around SR 263. Although this land is zoned agriculture it is not in active production.

Retail/Commercial

Located on SR 263 are businesses such as a heavy equipment repair shop, upholstery shop, a nursery, storage facility, and the City of Yreka maintenance yard. Yreka offers a variety of services for businesses and residence that work and live off SR 263. Yreka is the largest full service City in Siskiyou County.

Government

More than 60 percent of the land in the County is managed by agencies of the Federal and State Government. Government is the largest employer in the County, accounting for 26.5 percent of the total employment.

Recreation/Tourism

Siskiyou County is rich in recreation opportunities. Many people enjoy fishing, water sports, mountaineering, hiking, birding, golfing, bicycling, hunting, winter sports, and many more outdoor adventures. SR 263 has both the Shasta and Klamath rivers that it crosses at five different locations. These rivers provide great seasonal fishing and access to some locations to hike. Recreation vehicles use SR 263 as a connector to SR 96 for people who may be traveling to the coast or more northern part of the State.

Goods Movement

Goods movement along SR 263 is limited to locally produced resource products or by trucks wishing to avoid the Anderson Grade during winter and when I-5 is closed for some reason. However, Shasta River Bridge #02 0013 at Post Mile 55.03 and Klamath River Bridge #02 0015 at Post Mile 57.07 are not designated to allow permit loads. In addition large trucks and recreation vehicles are affected by a restrictive turn radius at the junction of 96/263. A long lead planning document is being prepared on bridge #02 0015 for possible replacement. This document will address the turn radius at the junction of SR 96/263 and weight requirements under current design standards.

Rail & Airports

None.

Right of Way

Right of Way is real estate acquired for transportation purposes, which includes the facility itself (highway, fixed guideway, etc.) as well as associated uses (utilities, maintenance structures, drainage systems, roadside landscaping, etc.). The existing Right of Way for SR 263 is summarized in **Table 4**.

Table 4: Existing Right of Way on State Route 263		
Begin/End PM	Approximate Right of Way Width	Type of Right of Way
49.1/50.6	100 feet	Fee
50.6/57.2	100-400 feet	Fee

Source: California Department of Transportation, Office of Right of Way

Access Management

Due to limited development and small traffic volumes there are no significant access issues along SR 263.

Safety

The collision information provided in this TCR was taken from Table B of the Traffic Accident and Surveillance and Analysis System (TASAS). It should be used for general planning purposes and as an indicator of how the accident rate of a particular segment compares to the accident rate averages on similar routes statewide. Higher than average rates alone are not indicators that there is an issue. Accident rates can be greatly influenced by the length of the segment as well as the time period being measured. **Table 5** presents the five-year summary of the traffic collision rates for SR 263. For specific accident rates by segment refer to the Fact Sheets.

Table 5: Traffic Collision Rate (per million vehicle miles) for State Route 263			
SR 263 Actual Accident Rate		Statewide Average Accident Rate	
Fatality	Injury	Fatality	Injury
.072	.718	.043	.977

Source: TASAS 1999-2003

Bridges and Grade Separation Structures

Bridges

Bridges are structures of more than 20 feet in length that span a body of water. The following five bridges are located on SR 263. All five bridges are at least 70 years old. Caltrans is preparing a long lead planning document for potential replacement on the Klamath River Bridge #02 0015. The remaining four bridges are listed for deck rehabilitation.

Bridge Name	Bridge Number	Post Mile	Notes
Shasta River	02 0011	52.62	Eligible for National Historic Register
Dry Gulch	02 0012	54.51	National Historic Register
Shasta River	02 0013	55.03	Eligible for National Historic Register No extra legal (permit) loads
Shasta River	02 0014	56.35	National Historic Register
Klamath River	02 0015	57.07	Eligible for National Historic Register No extra legal (permit) loads

Maintenance and Operations

The State Highway System represents an enormous taxpayer investment, so preservation of the existing System is a top priority for the Department. SR 263 is maintained on a regular basis. Caltrans also monitors highway operations on an ongoing basis and adds roadway fixtures, such as lighting or guardrail, when warranted.

California Department of Transportation Maintenance Stations

Maintenance Stations are facilities used by Caltrans to maintain the highway year- round. The following Maintenance Station provides coverage for SR 263:

Station/Station Number	PM Coverage on SR 263	Station Phone Number
Yreka/612	49.07/57.3	(530) 842-3451

California Department of Transportation Sand Houses

Sand houses are storage facilities for abrasives and deicers. Sand houses are located in areas where temperatures are consistently low in the winter. The following sand house provides coverage for SR 263:

County	PM	Location
Siskiyou	45.7 on I-5	Yreka

Traffic Control

The following table identifies all locations on SR 263 that are stop controlled.

PM	Location	Type
49.07	Yreka	Stop Control on SR 263

SR 263 has no Snow Sign Locations, Safety Roadside Rest Areas, Passing Lanes, or Vista Points. Although the route does not offer paved marked turnouts there are several graveled areas available to pull off of the traveled way.

Intelligent Transportation Systems

Closed Circuit Televisions and Changeable Message Signs may be considered for installation in the town of Yreka near the junction of routes 3 and 263 as well as near the junction of routes 263 and 96. These elements would be heavily utilized when SR 263 is being used as a detour route if I-5 is closed due to weather or an incident.

Alternate Travel Routes

In the event SR 263 is closed I-5 is the alternate route.

Transit-Regional

STAGE operates throughout Siskiyou County with departures and arrivals at various times and locations in the town of Yreka. STAGE travels to/from Yreka to Happy Camp on Mondays and Fridays.

Transit-Interregional

Greyhound has a station in Yreka that has a low volume of departures. The common route is to travel northbound from Yreka to I-5. SR 263 could be used as an alternate route if I-5 were closed due to an incident or adverse weather conditions on I-5 at the Anderson Grade.

Modal Options

There are no Park and Ride Lots, Rail Passenger Services, or Airports on SR 263.

Bicycle Travel

Bicycle travel is forbidden on I-5 from the I-5/SR 3 junction in Yreka to the I-5/SR 96 junction. SR 263 is the alternate route to take when bicycling this section of Siskiyou County. Shoulders along SR 263 are untreated and range from 0-4 feet. Caltrans, District 2, has created the Caltrans, District 2 Cycling Guide (Guide) for State Highways of Northern California for bicycle riders to reference riding locations. The following web link will takes you to the Guide http://www.dot.ca.gov/dist2/pdf%20files/cycling_guide.pdf

Environmental Status

The Department strives to maintain, operate and improve the highway in a manner sensitive to the environmental context. Environmental issues are addressed in the system planning process and the project planning and development process as early as feasible. Known environmental issues and concerns are included in this TCR so that planners, engineers and other project development staff can incorporate environmental factors into project design from the outset. The area in and around SR 263 is extremely rich in both prehistoric and historical resources. Sensitivity for prehistoric and ethnographic sites and resources, such as residential sites and task specific locations, is considered to be moderate to high throughout the entire area. The area is also considered to be located within an area of extremely high sensitivity for historical resources that might occur within the right of way including water conveyance systems, old roads and trails, cemeteries, the remains of structures and buildings, and historical debris. Known environmental issues are outlined in the segment fact sheets. *Table 6* provides air quality information for Siskiyou County.

Table 6: Air Quality Designations for SR 263		
Category	State	Federal
PM ₁₀	Nonattainment	Unclassified
Ozone 8 hour	Attainment	Unclassified/Attainment
Ozone 1 hour	Unclassified	Unclassified

Adoptions, Rescissions and Relinquishments

Adoption involves action by the California Transportation Commission to approve the location and general alignment of a new route or route segment. Rescission involves removing/deleting a previously adopted route alignment. Relinquishment involves the transfer of all or a portion of a State highway to a City, County or other public entity. There are no planned adoptions, rescissions or relinquishments on SR 263.

ROUTE SEGMENTS

For purposes of analysis, highways are divided into smaller pieces called segments. Each segment selected has on or more characteristics that distinguishes it from other segments. Information that is obtained and/or developed at the segment level includes traffic growth projections, both present and future. This information is used during assessment of the potential need for operational and capacity improvements, as well as subsequent development of project initiation documents.

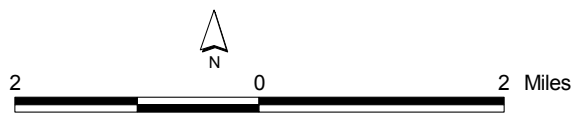
Criteria used in the selection of segments for analysis include:

- Change in route concept
- Change in facility type
- Change in function or use of route
- Significant changes in ADT
- Significant changes in terrain or grade
- Junction/crossing of other highway or major facility
- Urban/rural boundaries or other significant changes in land use
- District boundaries
- County/State/National boundaries

Additional information for each segment (significant land uses, environmental issues, accident data, etc.) is provided in the Segment Fact Sheets. **Exhibit 3**, located on the following page, identifies the two segments located on SR 263.

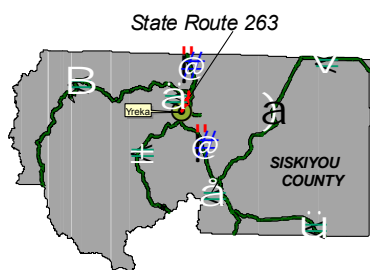
Exhibit 3

SR 263 - Segment Map



Length of State Route 263

County	Length (miles)
Siskiyou	8.1
Total	8.1



- SR 263 - Segment 1, PM 49.07 to 50.63
- SR 263 - Segment 2, PM 50.63 to 57.20
- Highways ● City Siskiyou County



State of California
Department of Transportation
Office of System Planning